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EVALUATE

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1. The Reichsbahndirektionen reported an improvement in the transport situation for the month of November 1948, which was due to a temporary decrease in reparations shipments and improved facilities for the transfer of goods from trains to ships. Approximately 3,000 cars were thus released for traffic within Germany. By 24 November, the number of cars in circulation had increased from 70,000 to 74,000; this meant not only that it was possible to take care of the backlog of shipments, but that quota requirements were surpassed. The increase in traffic in the Russian zone caused operational difficulties, since all lines were overburdened during November. It was very often impossible to run the trains on schedule.
2. Beginning 6 December 1948, reparations shipments increased sharply. On account of increased shipments to Russia via Poland and the Baltic sea ports, and a backlog of trains, the number of cars available for traffic within the zone dropped by 12114. The backlog of trains accounted on 27 December for 241 trains; of these, 205 carried transit shipments or goods destined for Baltic sea ports. The Reichsbahndirektionen Berlin, Cottbus, Halle, and Dresden were especially hard hit by the shortage of cars, since the necessity of by-passing the western sectors of Berlin increased the circulation period of cars from 4.03 to 4.45 days.
3. November transit shipments consisted mostly of goods from Czechoslovakia to Hamburg and the Scandinavian countries and of goods from the Scandinavian countries to Switzerland and Austria. During December, in addition to continued important shipments of hard coal from Poland, coke shipments arrived from Czechoslovakia, which, for the most part, were directed to the Maximiliansshuette in Unterwellenborn.

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NO CHANGE in Class. ☐

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CENTRAL INTELLIGENCE AGENCY

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4. Car loadings in November totalled 464,215 and in December 444,689. The principal goods shipped were:

| | November | December | | November | December |
|---------------------------------|----------|----------|--|----------|----------|
| Coal | 178,133 | 173,628 | Lumber | 25,974 | 32,966 |
| Cattle | 2,786 | 1,948 | Misc. goods | 61,530 | 64,782 |
| Express shipments & piece goods | 4,781 | 6,915 | Grain & flour | 5,600 | 2,907 |
| Fertilizer | 23,047 | 22,171 | Sugar | 10,683 | 8,465 |
| Reichsbahn equipment | 17,771 | 20,127 | Shipments for occupation forces including requisitioned material | 15,381 | 18,687 |
| Potatoes | 15,079 | 3,634 | Sugar beets | 49,359 | 24,224 |
| Construction materials | 28,311 | 29,503 | | | |

5. Allocations of coal for November and December were insufficient and stocks had to be tapped. Shortage of coal, as well as the shortage of locomotives, was responsible for a cut in passenger traffic by almost 25 per cent. Beginning 10 November, passenger traffic was cut by approximately 32,069 train-kilometers daily.

6. During December, the number of locomotives needing repairs increased slightly, namely to 35.25 per cent of the engine park. There were 6702 cases of minor repair work. In November, the SMA had 250 and the Reichsbahndirektionen 69 reserve engines. In December, 91 reserve engines were released by the SMA, so as to enable the Reichsbahn to take care of increased traffic. During December, two new engines were added to the engine park, raising the number of engines available to 7007.

7. By 11 November, the number of cars needing repairs had been reduced to 8,490, or to 9.98 per cent of the entire car park. It dropped further during December, namely to 7234 cars or 8 per cent of cars available.

8. During November and December, construction work on the following bridges was under way:

| | |
|-----------------------------------|-----------------------------|
| Elbebrücke Hämerten | Elbebrücke Pirna |
| Elbebrücke Pratau | Elstertalbrücke Jocketa |
| Havelbrücke Caputh | Spreebrücke Güterausseiring |
| Teltowkanalbrücke Güterausseiring | |

9. Repair work on the following RR lines was reported:

Pritzwalk-Meyenburg, over 20 kilometers of tracks laid (20 kilometers of tracks and 18 switches removed from RR line Malliss-Lübtheen)

Schwaan-Rostock, 19 kilometers of tracks and 11 switches installed

Dabendorf-Mittenwalde

Saale bridge near Weissenfels: On 11 November, the second track was opened for traffic

Neustadt/Dosse: 1200 meters of track and five switches installed

Mining area Aue: In addition to minor repairs, work on the second track along the line Wilkau-Hasslau-Zwickau was speeded up.

Shunting station Magdeburg-Buckau.

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